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REAR ADMIRAL PARK INSPECTS PACIFIC COAST TEMPORARY RESERVE ACTIVITY

Rear Admiral Charles A. Park, chief operations officer at headquarters, inspected the Seattle (Wash.) Regiment of the Volunteer Port Security Force, as the representative of the commandant, on 6 May. The review took place at the Field Artillery Armory, and marked the occasion of the regiment's first anniversary. This regiment was formed on 1 May 1944, and was turned over to the District Coast Guard officer on 12 November of that year. Its strength has increased from 231 members in 1944 to 2,001 in 1945.

A general shift in emphasis in all port security work is now being made as a result of the changed war situation. On the interior rivers and lakes, Coast Guard regulars and regular reservists are being withdrawn for use in manning the large number of vessels both large and small which are being added to the United States Fleet, and for strengthening port security work in the Pacific area. Temporary reservists in the Cleveland Ninth Naval District, have been placed on an inactive status, with few exceptions, this being a continuation of the plan already worked out in the St. Louis Ninth Naval District a few months ago.

NOTICES OF OCCURRENCE OF MINOR MARINE CASUALTIES NO LONGER REQUIRED

The requirement that minor marine casualties or physical injury cases occurring in the merchant marine be immediately reported to the Coast Guard

has been removed by an amendment to the wartime rules governing investigations and casualties. This amendment is set forth in an order dated April 30, 1945, and published in the Federal Register May 1, 1945 (10 F. R. 4720). The Acting Commandant removed the regulatory requirement that the master, owner, charterer, or agent of the vessel or vessels involved in minor marine casualties or minor physical injury cases need give to the Coast Guard notice of such casualties or accidents.

Preliminary notices are not now required as the Coast Guard has modified its investigation procedure for marine casualties and physical injury cases by eliminating preliminary investigations in minor physical injury cases not involving loss of life and minor marine casualties where the approximate damage is \$500 or less, unless such casualties involve (1) serious bodily injury or loss of life; (2) apparent negligence, misconduct, incompetency, unskillfulness, or other similar faults on the part of merchant marine personnel licensed or certificated by the Coast Guard; (3) grounding or stranding of the vessel; or (4) the seaworthiness of the vessel or its equipment in any material respect. The preliminary investigations will still be made in all major physical injury cases and accidents involving loss of life as well as in all other marine casualties not considered as minor marine casualties.

The two changes made in the wartime rules should eliminate unnecessary paper work and reduce the number of the preliminary investigations now made. This will result in large saving of time on the part of men in the merchant marine industry as well as by Coast Guard personnel. The more important casual-

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ties, including those where there is loss of life, must, however, still be reported immediately to the Coast Guard. It is required that the master, owner, charterer, or agent of the vessel or vessels involved in major physical injury cases and accidents involving loss of life as well as marine casualties where the approximate damage is over \$500 is still required to give notice of such accidents or casualties to the nearest local or district office of the United States Coast Guard or to Coast Guard Headquarters, Washington, D. C. This notice is in addition to the filing of Coast Guard Forms NAVCG 2692 or NAVCG 924e.

Regardless of the type of marine casualty or physical injury case, the

master, owner, charterer, or agent of the vessel or vessels involved is required within a reasonable time to make a report to the Coast Guard. All major and minor accidents to personnel not involving loss of life must be reported on Coast Guard Form NAVCG 2692. These report forms may be obtained upon request from the offices of the District Coast Guard Officers in Charge, Marine Inspection, or from Coast Guard Headquarters, Washington, D. C. The report forms are used to bring forth the information necessary in determining what administrative action may be necessary. These forms, NAVCG 2692 and NAVCG 924e, need not be signed under oath by the person filling out the form.

COMPARISON OF PERSONNEL FACILITATED BY STANDARD SCORING OF EXAMINATIONS

The method of scoring examinations for enlisted personnel in the Coast Guard, because of its difference from various other systems of grading, has caused some misunderstanding. Classification examinations are designed so that the "average" person attains a score of 50 or the mid-point of a scale ranging from 0 to 100. This makes possible an accurate determination of the degree above or below the mid-point that the individual being tested has attained.

Classification examinations are designed to determine the degree of knowledge and ability to learn. In nonstandard classroom tests, the person under examination is being compared with predetermined standards of excellence, 100 percent being perfect. In classification tests he is being compared with other individuals whose scores are already a matter of record and his score falls into groups or "brackets" already established. This is called "standard scoring" and is made possible by converting the grade "raw score" obtained on the test to the scale of 0 to 100 regardless of the nature of the test or of the number of questions involved. The scale is divided into five groups or brackets as follows:

Score	Interpretation
Above 65-----	High. $\frac{1}{2}$ of enlisted personnel.
55-64-----	Substantially above average. $\frac{1}{4}$ of enlisted personnel.
45-54-----	About average. $\frac{1}{2}$ of enlisted personnel.

Score	Interpretation
35-44-----	Substantially below average. $\frac{1}{4}$ of enlisted personnel.
Below 34-----	Low. $\frac{1}{2}$ of enlisted personnel.

The scores attained on particular tests have been found to be an accurate and objective guide to what may be expected of an individual if he is given related training. When test scores are used as one factor in selecting men for training and assignment, the results on the whole have been proven eminently satisfactory and well in advance of those produced by other methods.

In order that the principles of classification could be applied to the selection of men for training and assignment, it was first necessary to establish various tests which would objectively determine specific fields and levels of information. It is an accepted fact that a person with considerable mechanical aptitude will make a better machinist's mate than a yeoman or that a person with a high clerical aptitude and without any mechanical training experience or aptitude would be a better selection for yeoman school. Aptitude tests therefore become important selection factors to be taken into consideration when selecting men for training and tests to measure this and other aptitudes and skills have been developed. By means of many tests it has been possible to classify personnel sufficiently well to make reasonably accurate selections.

At the present time the Coast Guard is using the following Navy Standard Tests as basic screening tools:

Tests to Determine Present State of Knowledge

Reading Test-----	Measures ability to read manuals and instructions of the use of equipment.
Arithmetical Reasoning Test (AR).	Measures the ability to calculate and to apply calculations to practical problems.

Mechanical Knowledge Test— Mechanical Items MK MECH.	Measures knowledge of mechanical tools, principles, and operations.
Mechanical Knowledge Test— Electrical Items MK ELEC.	Measures knowledge of electrical tools, principles, and operations.
Spelling Test SPELL-----	Measures the ability to identify misspelled words.

Tests to Determine Ability to Learn

General Classification Test GCT.	Measures ability to learn and to solve problems.
Mechanical Aptitude Test MAT.	Is designed to measure potential ability for work of a mechanical nature.
Clerical Aptitude Test CLER--	Measures speed and accuracy in alphabetizing and in checking paired numbers and paired names for differences.
Radio Code Test (RADIO)----	Measures ability to discriminate among three code letters transmitted at different rates of speed.

OPENING OF BOATING SEASON REQUIRES KNOWLEDGE OF NUMBERING METHODS

The opening of the boating season is being accompanied by an increase in the number of transfers of ownership of small boats in all parts of the country. This activity requires a knowledge on the part of Coast Guard personnel of the correct procedure for the handling of such matters, for this activity was transferred to the service along with other functions of the former Bureau of Marine Inspection and Navigation. It is the responsibility of the Coast Guard to deal with the numbering and recording of undocumented vessels, as well as to enforce the provisions of law relating to the equipment of motor and other vessels, which was formerly a function of the Secretary of Commerce.

To secure a number for a motorboat, the owner must make application to the District Coast Guard officer having jurisdiction over the area in which the owner resides. Undocumented vessels required to be numbered are those equipped with permanently fixed engines, all boats over 16 feet in length equipped with detachable engines, and all boats not more than 16 feet in length equipped with detachable engines as the ordinary means of propulsion. Undocumented vessels not requiring to be numbered are all boats not exceeding 16 feet in length equipped with detachable engines and classed as rowboats and canoes designed and intended for the use of oars or paddles as the ordinary means of propulsion, sailboats, and boats designed and used solely for the purpose of racing.

A recent amendment of the wartime regulations which required numbered motorboats to display large sized numbers exempts from the wartime regulations numbered boats on inland lakes other than the Great Lakes and connecting waters. Provision is made that these exempted boats display their numbers in accordance with the act of June 7, 1918, as amended (46 U. S. C. 288), which requires numbers not less than 3 inches in height on each bow.

For the duration of the war, transfer of ownership of motorboats can be made only with the approval of the United States Maritime Commission, and there must be filed with the application for a certificate of award of number a certified copy of the transfer order of the Commission approving such sale or transfer.

Upon transfer of ownership of a numbered motorboat, the bill of sale on the reverse side of Form NAVCG 1513, certificate of award of number, will be executed by the seller and delivered to the purchaser. The new owner, within 10 days, must notify the District Coast Guard officer of the district in which the vessel is owned, of the change in ownership and surrender the bill of sale. Application may then be made on Form NCG 1512 for a certificate of award of number for the vessel in the name of the new owner.

In order to facilitate the issuance of such certificates, all Coast Guard facilities, including Coast Guard Headquarters, Merchant Marine Inspection Division, Washington, D. C., are extended to the owners of such vessels residing in areas removed from District Coast Guard offices.

District Coast Guard officers are located at the ports herein listed and have supervision over the issuance of certificates of award of number to undocumented vessels in the customs districts embraced within the various Coast Guard districts as follows:

Naval District	Customs Port
1st (Boston)-----	(4) Boston.
	(2) St. Albans.
	(1) Portland, Maine.
	(5) Providence.
3d (New York)-----	(10) New York.
	(6) Bridgeport.
4th (Philadelphia)---	(11) Philadelphia.
5th (Norfolk)-----	(14) Norfolk.
	(13) Baltimore.
6th (Charleston)---	(16) Charleston.
	(15) Wilmington, N. C.
	(17) Savannah.
7th (Miami)-----	(18) Tampa (part).
8th (New Orleans)---	(20) New Orleans.
	(18) Tampa (part).
	(19) Mobile.
	(21) Port Arthur.
	(22) Galveston.
	(23) Laredo.
	(24) El Paso.
	(43) Memphis (part).
9th (Cleveland)----	(41) Cleveland.
	(7) Ogdenburg.
	(8) Rochester.
	(9) Buffalo.
	(36) Duluth.
	(38) Detroit.
	(37) Milwaukee.
	(39) Chicago.
9th (St. Louis)-----	(45) St. Louis.
	(12) Pittsburgh.
	(34) Pembina.
	(35) Minneapolis.
	(40) Indianapolis.
	(42) Louisville.
	(43) Memphis (part).
	(46) Omaha (part).
10th (San Juan)----	(49) San Juan.
	(51) St. Thomas.
11th (Long Beach)---	(27) Los Angeles.
	(25) San Diego.
	(26) Nogales.
12th (San Francisco)---	(28) San Francisco.
	(47) Denver.
13th (Seattle)-----	(30) Seattle.
	(29) Portland, Oreg.
	(33) Great Falls.
	(46) Omaha (part).
14th (Honolulu)-----	(32) Honolulu.
17th (Ketchikan)---	(31) Juneau.

EDUCATIONAL LEVELS ARE AN IMPORTANT FACTOR IN SUCCESS OF TRAINING

In the selection of personnel for training, over and above the training given all recruits, educational levels are an important factor, for it has been amply demonstrated that there is a direct relation between these levels and success or failure at school. An analysis of the educational standing of the male personnel of the Coast Guard has been made and is based on a total of nearly 150,000 persons. This analysis is shown below in graphic form.

There are several interesting features regarding Coast Guard educational levels, as brought out by the attached graph. Only about 2 percent have re-

ceived less than 5 years of grammar school education. Approximately 90 percent continued beyond grammar school, and nearly 60 percent completed high school. Approximately 20 percent continued beyond high school, and more than 2 percent are college graduates.

DR. C. P. CLARK, IN GOVERNMENT SERVICE SINCE 1895 RETIRES

Dr. Clifton P. Clark, for several years in the Coast Guard Auxiliary Division at headquarters, under Capt. Chester H. Jones, was retired for age on 31 May 1945.

Dr. Clark was born in 1875 and entered the Government service in 1895, serving continuously since that time except for a single period of 3 months. He was employed in the Geological Survey, various offices in the Treasury Department, and the Steamboat Inspection Service, until 1904, when he was assigned to the Revenue Cutter Service. His work was settling of vouchers and procurement, after which he became assistant chief of the division of operations and later secretary to the permanent board. He was both a doctor of pharmacy and a doctor of medicine. He was a member of the headquarters committee on civilian employee efficiency ratings.

Dr. Clark came to headquarters when it was a very small organization, there being but 69 persons there 11 years later under Captain Bertholf when the service became known as the Coast Guard. Dr. Clark served through several periods of expansion, including the consolidation of the Revenue Cutter Service and the Life Saving Service in 1915, the expansion of World War I, the special activities of prohibition days, and the consolidation of the Lighthouse Service with the Coast Guard.

COUNCIL TO RECONSIDER REQUIREMENT OF LINE-THROWING GUNS ON MERCHANT VESSELS

Shipping Interests having requested a modification of the regulations requiring the carrying of line-throwing guns aboard merchant vessels, the Coast Guard research and development division has undertaken an investigation of the equipment available today and its effectiveness for the purpose intended. This information, together with a brief history of the use of such apparatus both here and abroad has been submitted to the merchant marine council for use in its consideration of the general prob-

147,698 MEN

63,000

56,000

49,000

42,000

35,000

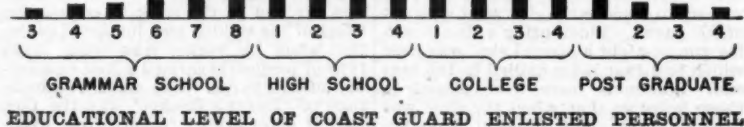
28,000

21,000

14,000

7,000

3,500



EDUCATIONAL LEVEL OF COAST GUARD ENLISTED PERSONNEL

lem. The following material has been gleaned from this report.

Line-throwing guns first gained attention in 1791 when a Lieutenant Bell of the British Royal Artillery proposed, as a means of establishing communication between a ship and the shore, the projecting from a mortar of a spherical shell filled with lead and having a "deep sea line" attached. Experiments demonstrated that such apparatus had a range of about 400 yards. Bell recommended that every ship be provided with such a mortar and shot, and that the line be coiled on hand spikes that could be withdrawn prior to firing. The mortar which was recommended was to weigh 500 pounds and the shot 60 pounds. Lieutenant Bell was apparently interested only in vessels communicating with the shore, and while he had observed, during his experiments, that a line could also be projected from the shore to a stranded vessel, by means of his arrangement, he did not put this idea into practice.

The practice of sending lines from shore to ship was initiated by Capt. G. W. Mandy, R. N., about 1808. He used a special shot filed with lead into which a piece of iron with an eye in one end thereof was imbedded. In order to secure the line to the shot in such a manner that the powder charge would not burn it when exploding, a 2-foot length of plaited hide, with a loop in the end, was attached to the shot. Captain Mandy next proposed the use of an oblong or pear-shaped shot in order to obtain greater range. He also proposed and used, as early as 1809, a barbed or hooked shot.

In an early trial of this line-throwing apparatus, a mounted man carried a 62-pound brass howitzer of 3-pounder bore and a 200-yard coil of line, $1\frac{1}{2}$ miles, set up the apparatus and fired a pear-shaped $4\frac{3}{4}$ -pound projectile 143 yards with a $2\frac{1}{2}$ -ounce charge. The elapsed time was 6 minutes.

Captain Mandy also developed a method for carrying out relief operations at night. To discover the exact location of the vessel, a shot was fired consisting of a hollow ball filled with 50 luminous balls of star composition and sufficient gunpowder to burst the ball and ignite the stars. The firing fuse was set to explode the charge at a height of 300 yards. When using a line-throwing gun at night a special shot was used which had four holes drilled in the rear end. Luminous fuses were placed in those holes so that when the shot was fired its path could be seen from the shore. The holes for the fuses were equally distant from each other and in-

clined toward the center so that the burning fuses would not damage the line.

Captain Mandy's apparatus was adopted by the British Board of Trade and used in life-saving stations of that country where its use was brought to a high degree of perfection by means of drills and use in cases of actual shipwreck. Such apparatus was soon looked upon as chiefly applicable in cases where ships were wrecked upon the coast, where rescue operations could be carried out from shore. In such cases conditions were usually such that little use could have been made of line-throwing apparatus fired from the ship itself. It also appears that little consideration was given to the possible usefulness of the gear in time of disaster offshore, possibly because of the limited deck space on the comparatively small vessels of the period.

The practical value of apparatus for projecting a line to a stranded vessel led to experiments with different types of equipment. Of the devices suggested, other than guns, rockets were the most successful. Of the early rocket devices, Dennett's rocket was the principal one employed by the British Board of Trade. It consisted of a 9-pound single rocket, which when fired at an angle of 30° to 35° from the horizontal carried a line an average distance of 250 yards. A 12-pound double or twin rocket was also manufactured, and when fired at a 45° angle attained ranges of 370 yards. There was objection to the twin rockets, however, as lines frequently broke due to the high initial impact. There was also the likelihood that one rocket would become ignited before its twin, resulting in erratic flight.

In the British service, Dennett's rocket projectile was superseded in 1865 by one developed by General Boxer, R. A. This consisted of two rocket bodies arranged in axial alignment, and separated by a solid composition. The lower rocket burned first, the separating composition next burned, and then the upper rocket ignited. This provided longer continuing power without the initial high velocity which might break the line. The line carrying stick was fixed at the side of the rocket and secured by tying a knot in the free end. Washers were placed between the knot and the end of the stick to reduce the effect of the sudden jerk imparted to the line when the rocket was fired. This type of projectile carried a line an average of 370 yards. The chief disadvantage of "Boxer's Rocket" was the fact that it deteriorated rapidly from exposure to moisture. In addition, any launching device had to be firmly braced

in position and the launching site had to be level. This prevented its adoption for shipboard use.

The chief advantages of rocket devices are: Greater portability since they are much lighter; availability for night use since they carry their own illuminating agent; effectiveness with short lines, as the angle of elevation is less than with a mortar; greater accuracy since the deflection caused by the wind upon the line is compensated by the rocket having a tendency to fly directly into the wind and draw the line behind it.

In the French Life Saving Service, which was organized as recently as 1865, two pieces of ordnance, "le perrier" and "l'espignole," are used for projecting lines over shipwrecked vessels. "Le perrier" is the larger gun, weighing 183 pounds and with a maximum range of about 355 yards. "L'espignole" is the smaller, and weighs 44 pounds and has a maximum range of about 200 yards.

About 1871, a Frenchman, M. August Delvigne, developed a method of carrying a line by means of arrows projected from a gun. The gun weighed 44 pounds, was about 18 inches long, and was constructed of gun metal. A pointed tailpiece screwed into the breech and thrust into the ground steadied the piece for firing. The arrows were of wood fitted with an iron rod at the after end to reach the charge. The outer, or muzzle end of these arrows was larger than the rod so that the shock of the explosion operated on the square base of the arrow, which was protected by a metal disk. These arrows were one-third longer than the gun, and about half the length of the arrow was in the gun when ready to fire. The advantages of this gun over "le perrier" or "l'espignole" were: less cost and greater portability. These arrows had the additional advantage of floating if they dropped near the wreck and thus might be secured by the crew. In addition to this combination wood and iron arrow, a wooden arrow having malleable iron cross bars arranged at right angles to its outer end was proposed for use. These cross pieces are bent in firing the gun so that they assume an angle of approximately 45° with the plane of the arrow and thus form an anchor or grapple. This device fired from a 4-pound rifle gun travelled about 200 yards and became so firmly imbedded in the ground that the attached 1-inch line would break before the arrow could be pulled loose. In a test this gun fired an 18-pound

wood arrow, carrying a 0.315-inch diameter line to a distance of 330 yards.

Little was done toward the development of line-throwing devices in the United States until 1875, when the Secretary of the Treasury applied to the Secretary of War for assistance in the prosecution of experiments for the purpose of improving life-saving apparatus used by the United States Revenue Marine. The Ordnance Department assigned Col. (then Lt.) D. A. Lyle to these duties in 1877. Lieutenant Lyle made tests of various types of guns, lines, and powders already in use. Of these, a 3-inch, smooth bore, Parrot mortar using a cylindrical cast-iron projectile having an eyebolt screwed into the base for attaching the line, attained a maximum range of 473 yards. In view of this test, 26 of these guns were ordered for use by the United States Life Saving Service. Tests were also made of Mr. Parrott's 3½-inch mortar which had a range of 496 yards, this resulting in installations being made at the Peaked Hill Bar and Cape Cod Stations in Massachusetts.

The net result of these investigations was a series of recommendations which were made to the Treasury Department, which eventually led to the manufacture and adoption of what became known as the Lyle gun. The practices resulting from Lieutenant Lyle's recommendations, have remained in force with little modification to the present time. He recommended that ranges of 300 yards or less, with No. 7 lines or larger, 3-inch guns should be used; ranges of 400 yards or less, with service braided lines between No. 4 and No. 7, bronze guns should be used; ranges of 250 yards or less, with service braided lines between No. 4 and No. 7, a 2-inch gun should be sufficient.

In 1878 a life-saving apparatus invented by E. S. Hunt was tested. The main feature was a projectile made up of a short heavy shot and a long case containing the coil of line. The gun was fired with the shot next to the powder, and the case, open at the end, at the mouth of the cannon, the shot reversing itself after leaving the gun. In addition, extra line was coiled down by hand so that in the event the cased line failed to uncoil the handcoiled line would pay out. The average distance attained with this arrangement was 420 yards. There were several disadvantages, however, and apparently, it was not utilized in view of the satisfactory performance of the Lyle gun.

For many years, all successful line-throwing guns had been of the variety fired from the ground, although several

shoulder-type guns were developed. In 1935, the Coast Guard shoulder-type line-throwing gun was developed. This was an adaptation of the 1903 Springfield rifle, and uses a 13- or 15-ounce projectile, and a .30-caliber grenade-type cartridge. The standard requirement for distance of this gun is 250 feet. This shoulder gun is now used by the Coast Guard where the distances to which a line must be carried are short. It is also carried aboard merchant vessels.

For many years little change has been made in line-throwing guns, the projectiles, or the lines used. However, recently the Coast Guard has had occasion to test certain new equipment. In 1942 a device known as the Schermuly Rocket Pistol, used in the Canadian and British maritime service, was tested by the members of the Merchant Marine Technical Division. In these tests, ranges of 560 feet were attained, but it was found that the rocket had a tendency to be erratic in its flight and it is believed that rockets may be dangerous in cases where the stricken vessel is surrounded by an oil slick or happens to be a tanker, in view of the fire hazard. The Coast Guard research and development division recently undertook to determine the merits of nylon lines and of aircraft cable. These tests were of a comparative nature, the new materials being studied in relation to the linen lines long considered as standard equipment. In these tests a .30-caliber shoulder line-throwing gun with a 13-ounce projectile was used.

Two types of nylon lines were tested. One was starch sized and the other resin sized. The results, however, were substantially the same with both types. Compared with the linen lines, the nylon lines could be fired to a greater distance under all conditions. They were difficult to handle, however, and great care had to be taken not to spool them too tight, as the coil would then collapse when the spool was removed, causing kinking. Nylon lines were specially difficult to handle when wet, but they had greater strength and more elasticity, enabling them to withstand greater shock when fired.

Tests of the "Wellcome" line-throwing dispenser and 0.024-inch, 1 by 7 aircraft cable were also made. In these tests a range of 410 feet were attained.

This dispenser consisted of a cylindrical spool 2 inches in height and 4 inches in diameter with 550 feet of aircraft strand cable internally wound thereon. The winding arrangement layed the strands over a 1-inch surface in approxi-

mately 13 layers. The wire was wound in what is known as "dead lay" and was held in place by a 1/2-inch retaining band of 0.010-inch aluminum. In operation, this foil was intended to peel back as the line payed out and not interfere with the passage of the cable.

In the test the lead end of the cable was fastened to the line-carrying ring of a standard 13-ounce projectile by means of a series of hitches. The gun was fired, but the retaining band retarded the paying out of the line and it broke at the point of attachment to the projectile without any of the line being payed out. A second attempt was made using a 15-ounce projectile and loosening the retaining band over half of its thickness, on the theory that if the line could secure a start in paying out it would carry through the remainder of the reel. This attempt was a failure as the line payed out about 20 feet and then snapped loose from the projectile.

On the third attempt the retaining band was pried loose. On firing the gun the dispenser was held approximately 10 feet to the right of the gun and slanted in the direction of the line of fire. An attempt was made to snub the retaining band in place so that as soon as the projectile was fired this snub could be loosened and the retaining band would fall free. Using a 13-ounce projectile and firing across wind, which was approximately 5 miles per hour, the line carried 410 feet with very little deviation. The entire line payed out of the dispenser and it was noted that the retaining band became fouled in the line about 40 feet behind the projectile. This no doubt cut down the distance considerably. The line lay upon the ground in an arc or bight, the apex of which was approximately 15 feet to the leeward of the line of fire.

A fourth attempt was made, in which the retaining band was removed and a strip of tire tape placed across the layers of cable to hold them in place for firing. This attempt was also a failure since the line snapped off at the point of attachment to the projectile.

The wire used in these tests was found to have a breaking strength of 118 pounds. It is believed that wire having a breaking strength of about 150 pounds would be better, since the initial muzzle velocity of the shoulder line-throwing gun is 8,000 feet per second.

Another draw-back to this dispenser was the fact that there is no rewinding means. It is believed however, that a suitable rewinding device could be constructed.

MOTION PICTURE AND SLIDE FILMS USED EXTENSIVELY IN TRAINING PROGRAM

World War II posed for the Coast Guard not only the basic training problems common to all the armed services, but a number of others. The influx of new personnel far exceeded anything ever experienced before, the equipment and techniques of modern warfare required a very high degree of specialization, and the Coast Guard, in addition to taking an important place as a combat force, had several noncombat functions vital to the war effort.

The Coast Guard had to provide military training, and instruction in the usual nautical subjects such as seamanship, navigation, ordnance and gunnery, marine power plants, and communications, and train the many kinds of engineers, mechanics, and technicians, and also to provide for a number of special activities not functions of the other armed services, such as life-saving, the maintenance of aids to marine navigation, and port security work. In addition, the work of the former Bureau of Marine Inspection and Navigation, which had been entrusted to the Coast Guard, required a large headquarters and field force.

The suddenly required expansion of training was met by the establishment of large training stations in several sections of the country. The influx of new recruits began immediately, and with the arrival of new men training was available. The older methods of training, with drills, outdoor exercises, classrooms, shop experience and the actual handling of equipment began. But there was need for an immediate enlargement and improvement of the program. Visual methods of training were adopted, including special training aids, posters, and models. Chief of the visual aids, however, were the motion picture training films, the slide films, and the related material prepared for their proper use.

Training films and slide films were given a prominent place in the training program not only because they were considered an effective way of inculcating knowledge, but because personnel could be trained 30 to 75 percent faster than by other methods alone. This speed-up in training which the films made possible was not cramming, in the usual sense of the word, for it was actually proven to be accompanied by improved retention of the material covered.

The problem of providing training films was so vast that it was not to be expected that any one service or organization could develop a program independent of the others. Neither was it to be expected that the military services could produce the desired training material entirely by means of their own facilities, even making allowance for the fact that many workers in this field were taken into these services.

Training films for immediate use were the first requirement and the Coast Guard determined to procure them from any and all available sources. The various Government agencies were canvassed, and then contracts were made with such industries as had used training films for the training of sales forces, mechanics, and for the education of the consumer. The United States Office of Education was one of these sources of material, for it had been concerned, for several years with the problem of teaching by films as distinct from the more common combined functions of teaching and advertising.

When the immediately available material was exhausted, the Coast Guard planned for the production of new films. To accomplish this, it sought the cooperation of the commercial film companies who were already experienced in this field. The rapidity of production of new films depended, to a large extent, upon the whole-hearted manner in which these organizations cooperated in completing the contracts awarded to them. Several of these organizations had previous experience in the production of films of this general nature, but all improved their techniques and expanded their facilities to keep pace with the new ideas and the volume of work which the Coast Guard and the other armed services placed upon them.

The first training films of Coast Guard origin became available with great promptness, going into the field within 90 days of the start of the visual aids program. By that time there was a fairly comprehensive selection of training material which was being routed to the various training stations, and the situation was improving weekly. In order that visual training films might be fully and promptly utilized, it was necessary that the Training Division at Coast Guard Headquarters provide all the necessary equipment for their use, such as motion picture and slide film projectors, and also explicit instructions for their effective use.

Training films as such were nonexistent at the time of the training of the men who fought the first World War. In the next two decades such teaching aids had gained a substantial foothold in the Nation's general educational field, and to some extent in the military services, but there was as yet no large body of teaching personnel thoroughly conversant with the new techniques which the use of such aids made necessary. The adoption of training films provided the Coast Guard's training division with certain distinct advantages, but it also imposed obligations of a substantial nature. Films greatly facilitated the standardization of instruction, for being prepared under the direction of headquarters, they were directly keyed to the master plan of instruction. They brought about a standardization not only as between the various training stations but as between the individual instructors. Film aids also improved the morale of the newly created and rapidly expanding teaching staff, for they provided a substantial nucleus around which the various class sessions could be built. Variation in the scope and quality of instruction was greatly reduced by the use of films, for with them the instruction always covered the same ground and crude illustrative material created by instructors on the spur of the moment was eliminated.

At first there was a great lack of understanding of the proper use of films as teaching aids, resulting frequently in training aids being ignored completely. This necessitated the initiation of a campaign to popularize the training aids. A thorough job in this field could not be done for lack of personnel, but the situation was such that there was constant improvement.

During the process of developing a training-aids program, of utilizing the material made available by other agencies and services, of making special films of its own, and training its teaching personnel to properly appreciate such material the Coast Guard was also developing new techniques in the use of such material. Studies were made to determine the most effective combinations of motion-picture film, slide films, and the spoken word of the instructor. The now familiar functions of the motion-picture film of showing "what was to be done" and of the slide film in showing "how it was to be done" were crystallized into a standardized procedure. From the early experiments, and from months of practical experience, there merged the integrated kits of teaching material, motion-picture and slide films of the various subjects,

so packaged that related material was received together and constituted a "course."

The extent to which training aids, particularly motion pictures and slide films, were used at the height of the training program is somewhat difficult to determine. But averaging all trainees and all the training activities, it is safe to say that each man and woman while in training got the benefit of at least one film per day. There was hardly a single subject in which personnel of the Coast Guard—both men and women—had to be trained that did not lend itself to presentation by means of films. The subjects so taught were therefore as diversified as the activities of the Service itself, varying from indoctrination to the most advanced subjects such as navigation.

As the film program reached the height of its development, the Coast Guard was using a large number of films produced by the Navy and the Army; it also had a great many films planned and produced by its own staff. The Coast Guard produced films were chiefly on subjects peculiar to the service and which had not been adequately covered in training films prepared by other services.

Among the subjects which were more typical of Coast Guard training than that of the other services were the handling of small boats and life-saving gear. This included the operation of surf boats, line-throwing guns, and breeches buoy equipment, and the Coast Guard method resuscitation drill. In these fields the work of the Coast Guard has always been preeminent. Films were also produced on the use of lighthouses, radiobeacons, lightships, fog signals, and buoys in navigation and piloting, the Coast Guard's technical personnel responsible for the establishment of these aids being available for consultation. Nautical rules of the road, including lights on vessels and whistle signals, was another subject, on which it was quite appropriate that training films should be produced by the Coast Guard for such matters are embraced in the marine inspection functions of the service. The Coast Guard also produced a film on mental health, which was outstanding in its field.

The Coast Guard not only developed for itself a very extensive use of film material in personnel training, but it contributed a great many films to the general wealth of military training material. It took an outstanding part in the development of techniques for the making and using of films in teaching, among which was the sponsoring

of the practice of adding question and answer sequences to films. Many of the practices initiated by the Coast Guard were promptly adopted by other producers of film material, and contributed to the general good.

Training film production activities of the Coast Guard were terminated pursuant to a directive of 10 March 1944, which placed this work in the training film branch of the Navy's Bureau of Aeronautics. Coast Guard activities can now obtain all types of training films from the training aids libraries

of the Navy in each of the naval districts. All training films made originally by the Coast Guard are likewise made available to all the armed services.

The work of the Training Aids Section of the Coast Guard's Training Division is now very largely restricted to the promotion of the use of training aids, to facilitating the distribution of available material, and to determine the techniques best suited to its own special needs.

LIFEBOAT RELEASING GEAR CONTRIBUTES TO SAFETY OF EMERGENCY LAUNCHING

Of the many items of lifeboat gear fitted or carried aboard vessels none has contributed more to the safe launching of such boats than the releasing hooks and gear by means of which the boats are detached from the falls. In early days, the need for lifeboats was realized, and as the steamship came into use as a passenger carrier, laws were enacted requiring that lifeboats be carried for the protection and use of the passengers. The number of persons saved in marine disasters, however, did not immediately increase in the proportions expected, for boats were frequently overturned or swamped during their launching and getting away from the side of the ship. Many novel ways for launching boats were designed. Improved davits corrected some of the difficulty, but many boats continued to be swamped before they could be freed from the falls.

Within the last 75 years, a number of devices have been manufactured for the purpose of releasing a lifeboat from its falls. Chief features sought were quick release, simultaneous operation by one man, and elimination of accidental release. Various devices have been approved as they were found satisfactory, and approval was withdrawn when better mechanisms were developed. At the present time a device patented by Henry E. Rottmer several years ago, is believed to be the most satisfactory, and a releasing device embodying the principles of Mr. Rottmer's gear is the only type approved for new installations.

Lifeboats for passenger ships were required by law shortly after the development of the steamship and as time went on, the laws and the regulations prepared thereunder became more specific as to their number, construction and equipment, and how such lifeboats should be carried and used.

The act of 1852, which required that passenger vessels be provided with life-

boats, the number being in accordance with their tonnage, merely specified that such boats were to have appropriate gear. The first statutory requirement about releasing gear was in the act of 1871: Section 52 of this act required steam vessels navigating the ocean or any lake, bay, or sound of the United States to carry lifeboats "provided with suitable boat-disengaging apparatus, so arranged as to allow such boats to be safely launched while such vessels are under speed or otherwise, and so as to allow such disengaging apparatus to be operated by one person, disengaging both ends of the boat simultaneously from the tackles by which it may be lowered to the water."

This act, however, was amended in 1939, and the law at the present time does not specifically describe the manner in which releasing gear should work, beyond stating that the gear must be adequate to secure a safe launching. An approved type of boat releasing gear is, however, required on all new vessels by the rules and regulations.

About 1906, the Steamboat Inspection Service examined and approved several devices for the simultaneous releasing of lifeboat falls. Mr. Rottmer brought a releasing gear of his design to the attention of the Service at that time; this gear was approved for use in lifeboats by the board of supervising inspectors. Many improvements were made in the design of releasing gear as time went on, however, Mr. Rottmer's gear remained one of the outstanding devices. In 1944, the general question of boat releasing gear was again reviewed and, in the light of experience, approval was withdrawn on such devices as had not been found entirely satisfactory.

As noted above, the rules and regulations require a releasing gear of an approved type to be fitted on all lifeboats. In view of wartime experiences,

such as the rapid sinking of vessels, forced hasty abandonment under various conditions of weather and sea, etc., it was felt that only a positively operating, extremely reliable releasing gear was suitable. After due consideration of all available types of gear, "Subchapter O *Regulations During Emergency," was amended as follows:

153.15b. *Lifeboat disengaging apparatus.*—All lifeboats constructed after January 1, 1944, for use on ocean and coastwise vessels of over 3,000 gross tons shall be fitted with an approved disengaging apparatus so arranged as to make it possible for the lifeboats to be launched while such vessels are under way or stopped, and for both ends of the boat to be released simultaneously by one person. The gears shall be capable of being released from one position in the boat while the boat is fully loaded with allowed persons and equipment. Simultaneous release shall be effected by partially rotating a shaft which shall be continuous and extend from point of contact with the hooks. The releasing gear shall be designed and installed so as to afford the least interference with stowage arrangements and the comfort of the occupants of the boat.

NOTE.—Approval of all lifeboat disengaging apparatus installed on ocean and coastwise vessels of over 3,000 gross tons which does not conform with the above features is withdrawn effective January 1, 1944. This withdrawal of approval shall not affect existing installations or replacements.

The foregoing regulation specifically requires a releasing apparatus which functions as a result of the partial rotation of a continuous shaft extending the length of the boat. Through many years of experience releasing mechanisms based upon this principle have been found by far the most satisfactory type of all those actually devised. At the present time the only releasing devices meeting the requirements of this regulation are those of the Rottmer type, although the Coast Guard stands ready to approve any other design which meets the basic requirements and performs satisfactorily. The Rottmer type releasing hooks have been, during the present war, manufactured by a number of companies, usually under a license, thus making them freely available.

THOMAS FLOOD

Thomas Flood, examiner for the Lighthouse Service for many years prior to his retirement in 1935, died at his home in Washington, D. C., on 18 May. Mr. Flood entered the Light-

house Service in 1897, as clerk in the office of the fourth lighthouse district, at Philadelphia, and served in that district until 1914, when he was promoted to the position of examiner for the entire service, with headquarters in Washington.

YEAR MARKS 95th ANNIVERSARY OF STANDARDIZATION OF BUOYAGE

The basic principles of the uniform method of coloring and numbering buoys were established 95 years ago, and have been carefully adhered to ever since. The act of September 28, 1850 (9 Stat. L., 500-504), provided that buoys on the right-hand sides of channels entering from seaward should be painted red and given even numbers, and that buoys on the opposite side of the channels should be painted black and have odd numbers. The coloring and numbering remain the same today, with the addition of certain more specific distinctions for special purposes. The colors and flashing characteristics of lights on buoys were decided upon at a much later date, for it was not until 1881 that buoys were lighted, and up to 1900 the number of lighted buoys had increased but slowly.

THE COAST GUARD'S WAR BOND PROGRAM

Latest figures on percentages of War Bond allotment participation for the Naval Services follow:

Navy	57.2
Marine Corps	59.6
Coast Guard	53.9

It would appear that the Coast Guard is now on the way to showing steadily increased percentages. With signs of renewed efforts among the War Bond Staff in the districts there is every reason to believe a definite increase will appear before long.

Although the primary responsibility of the services continues to be monthly allotments, interest and effort at the present time is centered largely on the forthcoming Independence Day "Extra" Cash Sale to be conducted between 22 June and 7 July. Our War Bond cash purchases made through Coast Guard sources (only) between these dates will be credited as the Coast Guard's part of the Seventh War Loan.

This may be the last cash "Extra" sale conducted in the Naval Services, and therefore, all of us will want to make a particularly good showing.

The volunteer forces have in the past done a magnificent job in boosting the Coast Guard total sales. Once again we have called upon them for their undivided support. A "suitable memento," an award based on the average per capita purchase, will be presented to the leading Auxiliary and Volunteer Port Security Force.

The following percentages indicate standings of districts and Independent units as of 31 April 1945. Special attention is called to the three 90 percent activities: District Coast Guard Officer, 12ND; Curtis Bay Training Station; and St. Augustine Training Station.

WAR BOND ALLOTMENTS—RELATIVE STANDINGS 31 APRIL, 1945

DISTRICTS AND HEADQUARTERS		Percent- age	INDEPENDENT UNITS		Percent- age
1	12th NavDist.	93.1	1	St. Augustine Trasta.	92.6
2	11th NavDist.	86.93	2	Curtis Bay Trasta.	90.2
3	Headquarters	85.8	3	Manhattan Bch. Trasta.	84.6
4	9th NavDist, St. Louis	84.2	4	Coast Guard Yard	81.3
5	1st NavDist.	80.2	5	Washington Trasta.	78.68
6	3d NavDist.	68.04	6	Groton Trasta.	78.7
7	4th NavDist.	67.88	7	Atlantic City Trasta.	76.37
8	17th NavDist.	66.4	8	Fort McHenry Trasta.	66.98
9	7th NavDist.	65.3	9	CGSD, Hastings, Nebr.	66.96
10	13th NavDist.	63.64	10	Alameda Group	63.02
11	8th NavDist.	63.2	11	Coast Guard Academy	60.47
12	6th NavDist.	62.4	12	Ellis Island Recsta.	46.23
13	9th NavDist, Cleveland	62.0	13	Manhattan Bch. Recsta.	46.19
14	5th NavDist.	60.0	14	CGSD, Pensacola	38.89
15	10th NavDist.	54.13	15	CGSD, Patuxent River, Md.	27.6
16	14th NavDist.	52.7			

SHIP'S SERVICE CONTINGENT FUND

Analysis of Receipts and Expenditures—Period: 1 Jan.—31 Mar. 1945

Receipts:

Monthly remittances of 5 percent of net profits of Ship's Service Stores (including adjustments of previous remittances)	\$9,476.72
Contribution from profits of Air Station, South San Francisco, Calif.	50.00
Discontinued Ship's Service Stores:	
District Training Station, 11ND,	
Catalina Island, Calif.	\$3,426.77
COTP, New Smyrna, Fla.	3,580.74
Spar Training Station, Palm Beach, Fla.	10,243.80
CGC <i>Westwind</i>	403.39
CGC <i>Manasquan</i>	627.48
	18,282.18
Repayment and return of loans (see supporting schedule)	1,200.00

Total receipts.....\$29,008.90

Expenditures:

Expenses:	
Bank charges—collection charges on foreign items	\$7.90
Contribution to National Symphony Orchestra Fund	500.00
	\$507.90
Loans (see supporting schedule)	8,250.00

Total expenditures.....8,757.90

Net amount transferred to Coast Guard Headquarters trust fund during stated period.....20,251.00

Balance 1 Jan. 1945.....16,809.58

Balance 31 Mar. 1945 with Coast Guard Headquarters trust fund.....36,560.58

SCHEDULE OF LOANS RECEIVABLE

Loans to—	Brought forward	Advances 1 Jan.-31 Mar.	Repayments and returns	Outstanding 31 Mar.
FS 197.....	\$300. 00	-----	-----	\$300. 00
FS 198.....	300. 00	-----	\$300. 00	-----
FS 264.....	300. 00	-----	-----	300. 00
FS 280.....	300. 00	-----	-----	300. 00
FS 374.....	300. 00	-----	-----	300. 00
USS LST 16.....	-----	\$800. 00	-----	800. 00
FS 355 ¹	-----	300. 00	300. 00	-----
FS 355.....	-----	300. 00	300. 00	-----
FS 406.....	-----	300. 00	300. 00	-----
CGC <i>Lupine</i>	-----	300. 00	-----	300. 00
CGC <i>Mackinaw</i>	-----	250. 00	-----	250. 00
USS <i>Ochlockonee</i> (AOG-33).....	-----	500. 00	-----	500. 00
USS <i>Oconee</i> (AOG-34).....	-----	500. 00	-----	500. 00
CG Receiving Station, Kenmore, Wash.....	-----	1, 000. 00	-----	1, 000. 00
CG Barracks, Washington, D. C.....	-----	4, 000. 00	-----	4, 000. 00
	1, 500. 00	8, 250. 00	1, 200. 00	8, 550. 00

¹ Check, representing loan to FS 355, was incorrectly dated. Check returned for cancellation and a new one issued.

BALANCE SHEET, 31 MAR., 1945

Assets:

Deposit account with Coast Guard Headquarters Trust Fund¹..... \$36,560.58
 Loans receivable..... 8,550.00

Total assets..... 45,110.58

Capital:

Ship's Service Contingent Fund—General account..... \$45,110.58

ADMINISTRATIVE BOARD,
 SHIP'S SERVICE CONTINGENT FUND,

(Signed)

J. A. GLYNN, *Commander, USCG.*
 C. A. ANDERSON, *Commander, USCG.*
 J. ROSENBERG, *Commander, USCG.*

SHIP'S SERVICE CONTINGENT FUND

Analysis of Receipts and Expenditures—Period: 25 Oct.—31 Dec. 1944

Receipts:

Monthly remittances of 5 percent of net profit of
 Ship's Service Stores..... \$8,019.04
 Contribution from profits of Spar Training Station,
 Palm Beach, Fla..... 1,000.00
 Discontinued Ship's Service Stores:
 Station "I", BP Santa Cruz, Calif..... \$665.73
 CG Barracks, South Portland, Maine..... 500.00
 CGC *Marita*..... 785.98
 BP Warehouse, San Clemente, Calif..... 733.31
 CG Group, Morro Bay, Calif.:
 Discontinued SS Store..... \$666.50
 Excess of requirements
 of Morale Fund..... 333.50
 ----- 1,000.00
 CG Moorings, West Palm Beach, Fla. 1,553.58
 Rescue Flotilla 1, Unit No. 202..... 3,591.90
 ----- 8,830.50

Total receipts..... \$17,849.54

¹ \$5,001.38 of balance with CGHTF has been invested in U. S. Government bonds.

Analysis of Receipts and Expenditures—Period: 25 Oct.—31 Dec. 1944—Con.

Expenditures:

Loans to:

FS 197	-----	\$300.00
FS 198	-----	300.00
FS 264	-----	300.00
FS 280	-----	300.00
FS 374	-----	300.00
		<hr/> \$1,500.00

Expenses:

Bank charges—collection charges on foreign items	-----	4.96
To Aetna Casualty & Surety Co.—for Position Schedule Bond	-----	35.00
		<hr/> 39.96

Total expenditures----- \$1,539.96

Balance with Coast Guard Headquarters Trust Fund.. 16,309.58

BALANCE SHEET, 31 DEC. 1944

Assets:

Deposit account with Coast Guard Headquarters Trust Fund	-----	\$16,309.58
Loans receivable	-----	1,500.00
		<hr/>
Total assets	-----	17,809.58
		<hr/>

Capital:

Ship's Service Contingent Fund—General account----- 17,809.58

ADMINISTRATIVE BOARD,

SHIP'S SERVICE CONTINGENT FUND,

(Signed)

J. A. GLYNN, *Commander, USCG.*
J. ROSENBERG, *Commander, USCG.*

INFORMATION ON VOTING BY MILITARY PERSONNEL

Under recently enacted legislation, servicemen from Georgia (18 years of age as of 7 August 1945) will be permitted to vote on the ratification of a new State constitution. Under present plans, a summary of the principal provisions of the proposed Georgia constitution will be forwarded to servicemen who apply for a ballot. The latest available information on elections at which servicemen will be permitted to vote by State absentee ballot is as follows:

GEORGIA.—A general State-wide election to ratify or reject a proposed new State constitution will be held on 7 August 1945. Eligible servicemen (18 years of age as of 7 August 1945, or over) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee balloting procedure. Postcard applications for ballot, USWBC Form No. 1, will be accepted by election officials at any time. Ballots on the proposed State constitution will be mailed as soon as available. The executed ballot must be received by election officials on 7 August 1945.

MICHIGAN.—A municipal primary election will be held in the city of Detroit on 7 August 1945. Candidates to be chosen at this election will be mayor, city clerk, city treasurer, councilmen, and constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Post-card applications for ballots, USWBC Form No. 1, will be accepted at any time. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election officials on 7 August 1945. Inasmuch as the primary election is a nonpartisan election, it will not be necessary for servicemen to fill in item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY.—State primary election will be held on 12 June 1945. State officers, including members of the general assembly in all counties, State senators in certain counties and county officers will be selected. All servicemen, members of the merchant marine, and certain attached civilians, otherwise eligible, may vote in the above-named election. Post-card applications for

absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. In applying for any primary ballot be sure to indicate choice of party (item No. 6 on post card).

OHIO.—A primary election will be held in most cities throughout the State on 31 July 1945. Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Post-card applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen about 1 June 1945. Executed ballots must be received by local election officials on 31 July 1945, to be counted. Ballots may be marked with pen, pencil, or any other writing instrument. In applying for a primary ballot be sure to indicate a choice of party (item No. 6 on the post-card).

OREGON.—A special State-wide referendum will be held throughout the State of Oregon on 22 June 1945, on two tax measures. The two measures to be voted upon are as follows:

(1) Authorization for a 5-mill property tax for the next 2 years to be used for the construction of buildings for State institutions of higher learning, and State institutional buildings and the authorization of the use of surplus income-tax revenue to offset this property tax.

(2) Authorization to levy a 2-cents-per-package tax on cigarettes. The money received from this tax to be used for elementary schools.

Eligible servicemen, members of the merchant marine, and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a specially adopted State procedure. The post-card application, USWBC Form No. 1, will be accepted by State officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April

1945 and the executed ballot must be received by 16 June in order to be counted. Prospective voters should indicate on post-card applications their desire for a ballot in the special election.

PENNSYLVANIA.—A primary election will be held throughout the State on 19 June 1945. Candidates to be chosen at this election will be: Two judges of the State Superior Court, and municipal and county officials throughout the State.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 November 1944, but voters must make individual application for a ballot. Post-card applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the county board of elections not later than 26 June 1945 in order to be counted. In applying for a primary ballot be sure to indicate choice of party (item No. 6 on post card).

VIRGINIA.—A Democratic primary election will be held throughout the State on 7 August 1945. Candidates to be chosen at this primary will be: Governor, Lieutenant Governor, attorney general, members of the house of delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Post-card applications for ballots, USWBC Form No. 1, will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Executed ballots must be received by election officials by 4 August in order to be counted. In applying for any primary ballot be sure to indicate choice of party (item No. 6 on post card).

Ballots may be obtained from your voting officer.

